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[22]

NOTICE TO CORRESPONDENTS.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

BIRTH.

BEAVIS—At Hongkong, on the 8th inst., the wife of C. E. H. BEAVIS, of a son.

HONGKONG OFFICE: 10A, DES VUEX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 9TH, 1913.

The Chinese commercial community is much exercised over the Ordinance before the Legislative Council for prohibiting the circulation of foreign subsidiary coin, and a number of representatives of Chinese Commercial Guilds formed a deputation which last Friday waited upon the Registrar-General with the object of laying before him their views on several points of the proposed Ordinance. They made it clear at the outset that they did not object to the principle of the Bill, admitting that the Government is justified in prohibiting the circulation of foreign coins in the Colony; but they expressed fear that if the clauses dealing with "importation" and "possession" are strictly interpreted they will seriously affect the trade of the Colony. They may here be explained that the Bill makes any person who imports or attempts to import into this Colony any foreign silver or nickel coin liable on summary conviction to a fine not exceeding one thousand dollars; while "possession" of any foreign silver or nickel coin exceeding an aggregate value of fifty dollars is made an offence against the Ordinance, and a person convicted of the offence is liable to a fine not exceeding the face value of the aggregate of the coin so found in his possession. Another section provides for the confiscation of foreign coin in respect of which proceedings are brought resulting in conviction. A person will be

deemed to "import" foreign silver or nickel coin if he brings or causes to be brought into the Colony an aggregate amount exceeding ten dollars in face value. We understand that the Chinese deputation to the Registrar-General pointed out that many Chinese houses had correspondents in China, and it was necessary in the course of their business to handle Chinese money in bulk either as it came into the Colony or as it was collected for transmission to the interior. The point to be emphasised is that it is not yet a general practice among the Chinese people to use the exchange banks, as Europeans do, and, consequently large trade transactions still mean in thousands of cases the passing of actual coin in bulk, between customer and merchant. Then, again, emigrants and merchants on returning from abroad frequently land here with large sums of foreign money in their possession. That money, the Deputation explained, would not be changed before they landed here, and if they were discovered with it in their possession they would be liable to punishment under the Ordinance as it stands. Some of them, probably, would not change the money at all, preferring to take it to their homes in the country. Again, Chinese firms in the Colony are in the habit of buying money for use in the different provinces in which they do business, and though their "possession" might only be for a little time they would be contravening the clause with respect to "possession." Furthermore, Chinese on the mainland are in the habit of sending sums larger than \$50 along with orders to be executed that might be regarded as "importation" of coin. On these points the Deputation expressed the opinion that it was necessary that some amendment should be introduced, with a view to allowing greater latitude for business people. The prohibition of the circulation of foreign coin they agreed as no doubt desirable, but the peculiar circumstances of the port, owing to its proximity to China, made it necessary to safeguard trade interests. They also asked that the Bill should not come into operation until Chinese New Year, by which time outstanding accounts would be settled. The Registrar-General in his reply indicated that the points raised would have the consideration of the Government, who certainly had no wish to hamper trade. We do not doubt that the Chinese merchants quite appreciate this fact, and count with confidence upon the Government making such modifications in the Bill as will afford reasonable protection to trade. But it occurs to us to ask whether the remedy does not really lie very largely with the merchants themselves. The provision as to "importing" is that "a person shall be deemed to import foreign silver or nickel coin if he brings or causes to be brought into the Colony any foreign silver or nickel coin the face value of the aggregate amount of which exceeds ten dollars." It is well-known that, so far as the province of Kwangtung is concerned, at any rate, there is little or no difficulty in any part of the province in obtaining as much Hongkong subsidiary coin as may be needed for remitting to Hongkong in payment of trade accounts. We have heard it estimated that, judging from the extent to which Hongkong money circulates in the province, there must still be upwards of thirty million dollars' worth of Hongkong coins in circulation there, and it is no uncommon thing for accounts up to a thousand dollars or more to be paid in Hongkong ten-cent pieces. In this connection we may draw attention to the fact mentioned in the extended report of the West River piracy we publish to-day, that the money stolen was 11,000 taels' worth of Hongkong subsidiary coin, obviously destined for circulation in Chinese territory, for the writer of the account adds the astonishing remark that "Chinese sub-coins are prohibited by the Chinese authorities in the country." Assuming that there is some misunderstanding regarding the attitude of the local Chinese authorities, it is undeniable that Hongkong sub-coin is very largely used indeed in commercial transactions throughout the province of Kwangtung. Consequently, it would seem that if the Chinese merchants in Hongkong intimated to their customers in the interior that Hongkong coin only could be received and that any other coin after a given date would be liable to confiscation on coming into the Colony, the objection now raised would be largely overcome. We may be wrong in supposing the remedy to be so easy; but before any judgment can be formed on the question we need to have some reliable statistical information showing the extent and distribution of these inward and outward payments. It is only on the most convincing evidence that trade will be seriously affected that the Government can be expected to modify the Bill to such an extent as will largely defeat its main object.

The English mail of the 10th May was delivered in London on 6th June.

A waterspout was observed near Lyceum between 7 and 8 o'clock yesterday morning.

The Rev. O. Schultz will speak at the meeting of the Hongkong Christian Union at St. Paul's College to-day, at 5.30 p.m.

At the Marine Court on Saturday, three Chinese boat people who anchored their boats to the west of the Prosperine Rocks without permission were each fined \$5.

Owing to the uncertainty of the weather the Pagan Gymkhana, which has twice been postponed and was to have taken place on Saturday afternoon at Kowloon, has now been postponed *sine die*.

The engagement is announced of Mary Esther, daughter of Mr. Samuel McCulloch, of Woodlands, Australia, and Baron Albert Sadoine, of the Chinese Customs Service, second son of Baron Sadoine, of Brussels.

The corner-stone of the new Young Men's Christian Association building in Tientsin native city was laid on 29th May. A number of foreigners were present at the ceremony, amongst them the U.S. Consul-General.

Dr. Mansilha, the newly-appointed Colonial Secretary of Macao, reached the Colony on Thursday and was accorded a great reception by his many friends of the Colony, the steamer wharf being dressed with flags and evergreens for the occasion.

The *Gazette* notifies that ships conveying Chinese passengers, under the provisions of the Chinese Emigration Ordinance, 1889, will not be allowed to carry them on the upper deck or weather deck between the 1st of June and the 15th October inclusive.

At the Magistracy on Saturday, Inspector McHardy charged 13 Chinese with gambling in the coolie quarters of the Causeway Bay Cotton Mills. The officer said that gambling had been going on there for months, but the gamblers were very difficult to get hold of. The first defendant was fined \$50, or one month, and the remainder were fined \$5 each, or fourteen days' hard labour.

Altogether about one-third of the copra cargo of the wrecked Swedish steamer *Nippon* has been brought to Manila by the salvors, Erlanger and Galingier, and all of this has been disposed of by the insular collector of customs at very good prices considering the condition of some of it. There have been approximately 11,000 sacks of copra taken from the stranded vessel, the proceeds from the sale of which will amount to approximately 120,000 pesos.

The returns of the average amount of bank-notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, as certified by the managers of the respective Banks, are published in the *Gazette* as follows:—

BANKS.	AVERAGE SPECIE OF AMOUNT.	RESERVE.
Chartered Bank of India, Australia and China	\$ 5,785,475	\$ 4,000,000
Hongkong and Shanghai Banking Corporation	18,776,829	16,000,000
Mercantile Bank of India, Ltd.	682,723	169,000
Total	\$25,245,027	\$20,169,000

The death, on the 9th May, at Tunbridge Wells, of Mrs. Margary, the widow of Major-General Margary, R.E., stirs more than a little interest. This lady was the mother of Mr. Augustus Raymond Margary, the young Chinese interpreter who, so long ago as 1875, was treacherously murdered at Manwein, on the Chinese frontier, while about to survey and report on the road from Burmah to Western China. The late Sir Halliday Macartney accompanied to England the Mission that was to humbly apologise to Queen Victoria for the violent death of her subject. This Mission decided to remain in London, and its consequence is now found in Portland-place. For a long time, remarks a London contemporary, there were two Ministers—the one watching over the other, according to old Chinese ideas—but gradually things settled down to the present conditions.

HIPPODROME AND CIRCUS.

The Hippodrome and Circus at Causeway Bay proves a wonderful attraction. Though the wet weather spoiled the attendance of young people at the matinee on Saturday afternoon, the evening performance showed no falling off in the number of patrons. The matchless defies the rain, and as cars run to the entrance, people can make certain of reaching the place dry-shod and enjoying the excellent programme which has been arranged. Every item is interesting, thrilling or amusing, and those who have not visited the show should make up their minds to see it. A change of programme is announced to-day.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN SITUATION.

BULGARIAN CABINET CRISIS.

A Sofia message states that it is semi-officially announced that the Cabinet resigned on May 30th.

The resignation of M. Guechoff, who was regarded as a moderate pacific, is being interpreted adversely in Belgrade. It is understood that Russia is bringing vigorous pressure to bear upon Serbia and Bulgaria, insisting especially upon demobilisation, but hopeful signs are not numerous.

THE SITUATION AT SKUTARI.

A message from Malta states that 350 of the West Yorks Regiment have been ordered forthwith to Skutari. They were to leave at 10 a.m. on Saturday with the Army Service Corps and Army Medical Corps on the *Black Prince*. The order was received unexpectedly on Friday night.

Reuter's Agency understands that the contingent of the Yorkshires is sent simply to relieve the naval contingent at Skutari, and is equal in strength.

The duration of the occupation of Skutari will depend on the decisions of the Ambassadors' Conference, relative to the constitution of Albania.

UNIVERSAL PEACE MOVEMENT.

LONDON, June 7th.

The American Ambassador, Mr. Page, was a guest at a banquet at the Pilgrims' Club, at which Lord Roberts presided. Sir Edward Grey, proposing the toast of the Ambassador's health, said the feeling of goodwill between the two nations was based not merely on a community of interest but a downright repugnance of the disturbance of peace. If the Ambassador proposed some way of postponing an appeal to blind force between the nations the British Government would readily respond.

Mr. Page, in reply, announced that his mission was to convey the respect and true friendship of the people of the United States.

AMERICA AND ARBITRATION.

WASHINGTON, June 7th.

The Senate has postponed consideration of the Arbitration Treaties upon Senator Chamberlain pointing out that their renewal might compel the submission of the Panama controversy to arbitration.

THE CANADIAN NAVY BILL.

GOVERNMENT'S PATRIOTIC DETERMINATION.

OTTAWA, June 7th.

In the House of Commons, Sir Wilfrid Laurier asked what action the Government proposed to take on the Senate's rejection of the Navy Bill.

Mr. Borden, in reply, said the Government intended at a later date to submit a proposal for the acquisition or construction of the battleships promised in the Bill, and thus hoped that before the completion of these ships, which Press dispatches stated the British Admiralty would lay down immediately, that we should be in a position to inform the British Government that we are now able to do what the partisan majority in the Senate prevented us from doing, namely, to take over the pay of these ships and place them at the disposal of His Majesty for the defence of the Empire. (Cheers.)

THE PANAMA CANAL.

PANAMA, June 8th.

It is officially reported that the heavy concrete work on the six locks of the canal are completed. The gates at Gatun, Pedro Miguel and Miraflores will be closed as soon as possible after the 15th inst., permitting the Gatun lake to fill.

LONDON'S NEW CHIEF MAGISTRATE.

LONDON, June 7th.

Mr. John Dickinson has been appointed Chief Magistrate of London in succession to the late Sir Curtis Bennett.

ANOTHER STEAMER STRIKES A MINE.

LONDON, June 7th.

The Belgian steamer *Courland* struck a mine on entering the Piraeus and was badly damaged. No one was hurt.

[THROUGH REUTER'S AGENCY.]

THE PRINCE OF WALES.

LONDON, June 8th.

The Prince of Wales leaves on the 1st July on a six weeks' visit to Germany, which he will spend at Mecklenburg and Strelitz.

THE HUNGARIAN CABINET CRISIS.

BUDA PEST, June 8th.

Count Tisza is forming a Cabinet. It is expected that he will retain Dr. Lukacs as Premier.

THE ULSTER SCARE.

MORE RIFLES SEIZED.

LONDON, June 7th.

The Customs Authorities at Dublin seized a furniture van on board a Liverpool steamer, consigned to a resident in County Cavan. It is alleged that the van contained rifles for the Ulstermen.

The rifles were consigned to Lord Farnham, at Cavan. The authorities telegraphed to Lord Farnham, and it was on receipt of his reply that the rifles were seized.

Lord Farnham's reply was that he knew nothing of the contents of the boxes in the van.

The Liberal papers state that the rifles were of the 1888 Italian pattern, like those seized at Belfast. They were part of a consignment of 6,000, whose whereabouts, in London, is known.

LADIES' GOLF CHAMPIONSHIP.

LONDON, June 7th.

In the final of the Ladies' Golf Championship played at St. Annes, Mrs. Dodd beat Miss Chubb by eight up and six to play.

THE DERBY OUTRAGE.

LONDON, June 7th.

Emma Davison, who pulled down the King's horse in the Derby, has undergone an operation, and her condition is most critical.

ENGLISH TURF.

THE OAKS.

LONDON, June 7th.

The race for the Oaks resulted as follows:—

Jest (Rickaby) 1
Depeche (Walter Griggs) ... 2
Arda (Earl) 3

Twelve ran. The winner won by two lengths, half a length separating second and third.

Betting:—3 to 1 against Waiontha, 3 to 1 against Jest, 20 to 1 against Depeche and 100 to 8 against Ada.

From a good start Prue settled down in front of Taslett, Waiontha, St. Begoe and Jest. Rounding Tattenham Corner Waiontha led from Prue, Taslett and Jest. Directly afterwards Jest came to the front and, making the remainder of the running, won by two lengths from Depeche. Queen's Parade was fourth.

Time: 2 min. 37 3-5secs.
St. Begoe fell at Tattenham Corner and Crisp, the jockey, was slightly injured.

INTERNATIONAL LAWN TENNIS.

LONDON, June 7th.

The telegram from Wiesbaden giving results of matches between German and French lawn tennis representatives referred to the Davis Cup.

New York, June 8th.

In the preliminary round of the Davis Cup Competition, America has scored two victories over Australia. O'Cloughlin, America, beat Rice, 6-1, 6-3, 6-3, and Williams, America, beat Doust 6-4, 6-4, 1-6, 7-5.

New York, June 8th.

In the Davis Cup competition Australia won the Doubles 2-6, 6-2, 5-7, 6-2, 6-7.

INTERNATIONAL POLO.

New York, June 7th.

The British polo team at Piping Rock have beaten the strongest American team they have yet encountered by 3½ points to 1 point.

Mr. Foxhall Keene, captain of the American polo players, broke his collarbone in a practice match on Saturday afternoon and will be unable to play in the international match.

[THROUGH REUTER'S AGENCY.]

THE IMPORTANCE OF HONGKONG.

"AMAZING DEVELOPMENT."

LONDON, June 8th.

A special article in *The Times* refers to the amazing development of Hongkong, its interest in Educational work, and the success of the University, and says that if its development proceeds on the lines laid down by its founders the University will have a most far-reaching effect upon the relations between East and West, and particularly between Great Britain and China. An opportunity is offered to Englishmen to increase immensely Great Britain's status in China.

DAMAGE BY SUFFRAGETTES.

LONDON SHOPKEEPERS TO BE COMPENSATED.

LONDON, June 7th.

A jury has awarded West-end shopkeepers £388 against Miss Christabel Pankhurst and others for the windows broken by Suffragettes as a result of the conspiracy by the defendants.

RELATIONS BETWEEN JAPAN AND AMERICA.

PITTSBURG, June 8th.

Mr. Bryan, Secretary of State, and Baron Chinda, the Japanese Ambassador to Washington, have been entertained at a banquet given by Mr. Guthrie, the newly-appointed Ambassador to Tokyo.

Baron Chinda in a speech declared that with the improvement in the means of communication between Japan and America, there was destined to be closer contact with all branches of peaceful activity. He did not deny that such contact was liable to occasional misunderstandings and complications, but he did deny the possibility that the difficulties would not eventually yield to diplomatic treatment.

POLLING HOURS.

LONDON, June 7th.

The House of Commons has passed the third reading of the Bill prolonging the hours of polling to ten o'clock in the evening if notice is given by the candidate.

FAMOUS LIBRARY ON FIRE.

LONDON, June 7th.

A fire occurred at Mudie's famous library in Bloomsbury. It is stated that one-third of the books have been destroyed.

CRAGANOUR SOLD.

LONDON, June 8th.

Mr. Bower Ismay has sold Craganour to the Argentine Government on condition that the horse never races again. The price was £30,000.

A KOWLOON SENSATION.

A sensation was caused in Kowloon on Saturday night when it became known that a boy employed in a European house in Nathan Road had committed suicide in a most unusual manner. After he had finished his duties for the night, he is believed to have had some words with his wife. At any rate, he is supposed to have thrown himself over the verandah on to the street below and received terrible injuries, to which he shortly afterwards succumbed.

WEDDING OF MR. TANG SHAO-YI.

A most interesting wedding, carried through on the new Chinese scheme, was solemnized in Shanghai on Sunday, the 1st inst., when one of the best known of China's statesmen, Mr. Tang Shao-yi, was married to Miss Wu Wei-chao, daughter of Mr. Wu, comprador of Messrs. Melchers & Co. The event attracted much attention, both from the foreign and Chinese community, and the grounds of Chao's Garden in Rango Road, where the event took place, were thronged for the occasion.

Since the time of the Revolution the practice has grown up among westernized Chinese of adopting a ceremony somewhat akin to our foreign one. A public building usually replaces the church, and for a clergyman a prominent friend of the contracting parties is called upon to officiate. On this occasion Dr. Wu Ting-fang performed the ceremony, and bride and groom exchanged rings. A friend of the bride, Mr. Wang Man-nam, undertook the duties of best man, also giving Miss Wu away. The formal witnesses to the wedding were Mr. Chung Mun-yew, managing director of the Shanghai-Nanking Railway, and Mr. Ou Yang-kong, one of the best known of the local interpreters.

In the course of the service the Wedding March was played, and it was noticeable that the bride wore the orthodox veil. Mr. and Mrs. Tang Shao-yi are staying at the Kaleo Hotel.—*N.O. Daily News*.

RANDOM REFLECTIONS.

The persistence of the Chinese who indulge in opium smoking in illicit divans in Hongkong shows the difficulty of making people good by Act of Parliament. Here, at the bidding of the good people at Home, we have closed all the opium divans in the Colony in the hope that we would put an end to the so-called pernicious habit. That the hopes entertained in this direction have not been realised must be apparent from the proceedings at the Police Court. Scarcely a day passes but what sees a batch of men before the Magistrate charged with using some locality as an opium divan. Though heavy sentences are imposed upon the keepers, it seems to have little effect in suppressing these institutions. No sooner is one keeper sent to prison and his premises closed than a successor is found who apparently takes advantage of the good-will vested in the premises and carries on business much the same as before.

This clearly shows that a habit, no matter whether it be swearing or beer drinking, cannot be broken off at once. Medical men recognise that people addicted to certain vices, such as excessive craving for liquor, are injured rather than helped by being suddenly deprived of their supply of liquor, and even those who have a habit of any kind do not appreciate having it suddenly lopped off. The same applies to the Chinese and opium. Apparently those who smoked are still anxious to enjoy the narcotic, and are prepared to pay the enhanced price and take all the risks of arrest and imprisonment. Those who indulge at an illicit divan are not doing much harm, but they are breaking the law, and, of course, have to be punished.

The present position is not a satisfactory one. The divans are not decreasing, and the attempts at suppression have been met with a pertinacity that is disconcerting to the authorities. The existing regulations are not sufficiently rigorous to attain the object desired by the Legislature, and something more drastic should be framed if the authorities are to succeed in making the Chinese as good as the Home people would like them to be.

Kowloon residents have long complained of the absence of proper wharf accommodation, and the present time is very fitting for the consideration of the subject. Hitherto Police Pier has been used by the public, but as it was more frequently used by military launches, the Kowloon people had often to clamber over one or two of these to reach their own launch or to get ashore. They suffered this inconvenience with a murmur which scarcely amounted to a protest, but now that the Police Pier is positively dangerous—two soldiers dropped into the water the other Sunday night—they feel that they have ground for complaint. It will be many months yet before the new Ferry and Railway pier will be completed and the present ferry wharf liberated for public utility, and it would be a great convenience to have the Police Pier made temporarily safe for use. While piers are being constructed, is it not fair to ask that the military authorities should do something towards supplying themselves with a wharf on the Kowloon side in view of the considerable traffic that they at present have and are likely to have with the railway facilities on the peninsula?

The Water Authority was more than usually arbitrary on Friday evening when he cut off the water supply at Kowloon without notice. The inconvenience caused can be imagined by most people, but apparently it never dawned upon the Water Authority, whose thoughtless action was responsible for the poorer Portuguese and Europeans searching Kowloon on Saturday morning for water which could not be found. The spectacle was not an edifying one, and it is to be hoped it will not be seen again.

Some time ago I commented upon the lavish display of the Chinese Republic flag in the Colony on the occasion of Chinese celebrations, and remarked that it was unusual to have a foreign flag so extensively flown in any place. My attention has been drawn this week to the entire absence of the Union Jack in Chinese quarters on the occasion of British celebrations, especially as it marks a conspicuous change from "old custom." Formerly on the King's Birthday or other British holiday the Chinese flag and the Union Jack would be flown side by side. Now, it is not so. What does it signify—a lessening appreciation of British administration, or an over-swinging republican conceit?

Some folks have all the luck. Those who went to Macao from Hongkong on Saturday for a week-end had a new sensation when they were roused from their peaceful slumbers by a tornado.

ROBERT RAYMOND.

SUPREME COURT.

Saturday, June 7th.

IN SUMMARY JURISDICTION.

Before the PUISNE JUDGE (Mr. J. H. KEMP).

JUDGMENT IN RENT CASE.

Judgment was delivered in the case in which Lau Wan So sued the Tai San Chan firm to recover the sum of \$1,057 for rent and rates in respect of 253, Des Vaux Road Central. Plaintiff waived \$37 to bring the case within the jurisdiction of the Summary Court.

Mr. R. C. Faithfull was for the plaintiff, and Mr. J. H. Gardiner represented the defendant.

His Lordship said—This case depends on an alleged conversation on the 6th December. I am not satisfied. I don't think the plaintiff has proved that that conversation took place. I believe, as a matter of fact, it did not. Therefore, judgment will be for the defendant.

A CONTRACTOR'S SUCCESSFUL ACTION.

Mak Kong, contractor, of 116, Queen's Road West, sued Chan Pui Yue, alias Chan Loong & Sons, 17, Ship Street, to recover the sum of \$850.50, being as to \$515.50 for money received by the defendant from the officer commanding the Royal Engineers, Hongkong, for the use of the plaintiff, and as to \$335.00, money drawn by the defendant from the plaintiff's business.

Mr. Reader Harris (of Messrs. Wilkinson & Grist) appeared for the plaintiff, and Mr. Crew (of Messrs. Hastings & Hastings) for the defence.

His Honour gave judgment for the plaintiff on claim and counter-claim with costs.

HARD SWEARING.

An action was brought by Ng Chuen, keeper of the Shing On Kan Koo Sailors' Club, against Fong Wai, No. 2 fireman on the *Shuang On*, to recover the sum of \$414.50, money lent.

Mr. C. A. S. Russ (of Messrs. Goldring, Barlow & Morrell) appeared for the plaintiff, and Mr. Lewis (of Messrs. Johnson, Stokes & Master) defended.

Mr. Russ said defendant had resided for some time in the plaintiff's boarding-house, and on certain dates small amounts of money were lent him. On 14th January defendant had an offer to go as No. 2 fireman on board the steamship *Glenogle*, the registered name of the *Shuang On*. Defendant had no money at all, and no particular credit, and it was necessary that he should obtain the job, and that he should be able to advance money to the other firemen which he would be able to stop out of their wages, when they were paid. At that time the defendant owed the plaintiff a small amount for board and lodging, but the plaintiff agreed to lend him more money, the transaction being entered in the ordinary books of the boarding-house. Some criminal proceedings had started out of this matter. The No. 1 fireman, Chan Fat, had been prosecuted at the instance of the defendant, on the grounds that when the money was paid to him at the end of the voyage, by the skipper of the *Glenogle*, he did not pay the other firemen. It was alleged that Chan Fat took the money, and he asserted that he had paid the plaintiff at the request of the defendant, \$300 of the sum for which the latter was liable. One side or the other in this case would be committing the most flagrant perjury, and the whole question would be as to which his Honour believed. This was a case in which there could be no mistake, and some one must be committing perjury.

The case was adjourned.

OFFICIAL APPOINTMENTS.

H.E. the Governor has been pleased to appoint Mr. A. H. Hollingsworth to act as Second Assistant Director of Public Works during the absence on leave of Mr. C. H. Gale, with effect from the 27th May, 1913.

H.E. the Governor has been pleased to appoint Captain J. H. W. Armstrong to act as Commandant of the Hongkong Volunteer Corps, and Captain A. F. Churchill to act as Staff Officer, during the absence on leave of Captain C. V. S. Skrimshire, R.C.A., with effect from this date.

CORRESPONDENCE.

MACAO OFFICIALS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Dr. Mansilha has been re-appointed Colonial Secretary of Macao and arrived the other day to take up his post. Mr. Rocha goes home shortly, having served as Inspector of Revenue and lately as Colonial Secretary.

The Macao Treasury has to bear all the expenses of this *contra dance* of officials to and from Lisbon. Since the proclamation of the Republic thousands, if not millions, of dollars have been spent for civil and military officials' passages. It appears that no stability prevails in the appointments of the various officials to the colonies. The late Harbour Master, Mr. Lacerda, has made two trips to and fro, and now comes Dr. Mansilha as well, and very soon another official who had been appointed to Africa will come back to Macao. Why all these changes with the deplorable waste of public money they entail?

PORTUGUESE.

TORNADO AT MACAO.

HEAVY LOSS OF LIFE.

Early on Sunday morning the inhabitants of Macao were rudely awakened by a fierce tornado, which, in its brief duration of about three minutes, created a general panic and caused much damage to property in the city and to the vessels in the Harbour. Many of the large trees outside the city were completely uprooted, while the sea became very rough. Several junks were capsized, and the steamers suffered badly.

The Hongkong, Canton and Macao Steamboat Co.'s steamer *Sui An* had her awning carried away, one of the ladders torn off and flung by the wind across the deck, and other slight damage. By the irony of Fate, the *Sui An*, while on her voyage to Hongkong shortly after the experience at Macao, encountered a waterspout, which swilled everything and everybody not under ample protection.

LATER.

Since the above was written we have learned that the occurrence was not without its toll of human life. The tornado was felt only in the inner harbour: on the Praya Grande the inhabitants were unaware of the stormy visitation. At least three junks were capsized, but many more sampans were overturned, and the occupants thrown into the water, with the result that about 150 of the Chinese boat population are believed to have been drowned. So violent was the wind that the steamer *Kiang Tung* was driven from her wharf and blown among the junks. The *Hoi Sang*, lying at another wharf, had all her ropes carried away with the exception of one, which fortunately held.

It is reported that a number of houses collapsed and that several people were killed.

TRIAL TRIP.

The trial trip of the motor-vessel *Al Kwong*, built at the Taikoo Docks for the Asiatic Petroleum Company, took place yesterday. About 120 guests were invited, and of these about 100 attended in spite of the inclement weather. They included gentlemen interested in ship-building and engineering, and they were unanimous in expressing their admiration of the new craft and her serviceability. Her speed is nine knots. The trial proved most satisfactory.

RUSSO-ASIATIC BANK.

The Board of Directors of the Russo-Asiatic Bank has declared a dividend of 10 per cent. for 1912, i.e., Rs. 18.75 per share of Rs. 187.50. The dividend is payable in two instalments at any of the branches of the Russo-Asiatic Bank, one instalment of Rs. 9.375 on June 1st, 1913, and another of Rs. 9.375 on December 1st, 1913.



If you only knew how the mouth is rejuvenated when the teeth have been cleansed with Odol! It feels like the body does after a bath.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

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SHANGHAI.

THE CONCERT BY THE CHERNIYEVSKYS.

The Cherniysky Trio paid a return visit to the Colony last week and a farewell performance was given in the City Hall on Saturday evening. These talented musicians made quite a reputation for themselves during their previous visit and, as was anticipated, a crowded house assembled to hear them on this occasion. The programme comprised principally classical music more or less familiar to serious students of music, and the respective performances of the brothers Cherniysky evoked rounds of applause and encores were accorded in nearly every instance. Though the standard of excellence was very high, indeed it was nevertheless apparent that strictly orthodox interpretation was now and again sacrificed to stage effect. This was especially noticeable in Jan Cherniysky's pianoforte rendering of Liszt's delightful Hungarian Rhapsodie No. 13. Mischel Cherniysky was happy in his solo selections and proved himself a 'celloist of no mean order, and so far as individual efforts are concerned he appealed to the audience even more strongly than his brothers. The violinist was not heard to the best advantage, the acoustics of the hall, and possibly also the climatic influence on the instrument, being doubtless largely responsible for this.

THE GOVERNMENT AND ARMS AND AMMUNITION.

A proclamation is published in the *Government Gazette* by H.E. the Governor, by and with the advice of the Executive Council of this Colony, prohibiting for a further period of one year from and including the 26th of May, 1913, either to be exported from the Colony, or to be carried coastwise within the said Colony, arms, ammunition, gunpowder, Military and Naval stores, sulphur and saltpetre, the last two being articles which His Excellency judges capable of being converted into or made useful in increasing the quantity of Military or Naval stores, or any or either of such arms, ammunition, gunpowder, stores, goods or articles respectively, unless this proclamation shall, in the meantime, be revoked, or unless permission shall have been obtained under Section 3 of the Military Stores (Prohibition of Exportation) Ordinance, 1882.

THE "CANADA MARU."

With reference to the stranding of the *s.s. Canada Maru*, a further cable reached the Osaka Shosen Kaisha on Saturday stating that the steamer will resume her voyage to Tacoma, leaving Kobe on the 10th inst., three days' delay from the original schedule, after the damages are repaired.

THE PIRACY OF A FRENCH STEAMER.

FULLER DETAILS.

We are now able to amplify the brief account which appeared in our Saturday's issue of the looting of the French steamer *R. Lebeaudy* by a gang of pirates on the West River. The steamer is a small one of about 270 tons, and carries but one European officer, the master, whose name is Vivier. She left Canton on her usual run to Wuchow, at 8 o'clock on Thursday morning with 72 passengers. Arriving at a place named Yun-ki at 3.45 p.m. another 31 passengers were taken on, and the steamer had hardly left this place three miles behind before a gang of about fifteen armed men from among the passengers, at a given signal apparently, took possession of the ship, obviously acting according to a prearranged plan. All the men were armed with Mauser pistols. Three rushed to the wheel-house and over-awed the Chinese pilot. Another three were detailed to deal with the captain, while the others over-awed the passengers and ransacked their belongings. The Captain was not in his cabin when the pirates went to seize him and the man at the wheel was covered by the revolvers of his captors, who threatened to shoot him if he did tell the whereabouts of the captain. He could only point to the cabin, but it happened that the captain at the moment was observed coming towards his cabin, apparently unaware of what was happening on the ship. He was immediately seized and dragged towards the wheel-house covered all the while by three revolvers.

From the comrade the pirates demanded the keys of the safe, and they possessed themselves of 11,000 taels' worth of Hongkong subsidiary coins. (Our informant explains that "Chinese" sub-coins are prohibited by the Chinese authorities in the country.) Altogether the pirates seem to have secured from the ship and passengers money and other property worth \$20,000.

Captain Vivier was relieved of his gold watch and chain and his gold-ring was wrenched from his finger. So thoroughly did the pirates do their looting that among the whole of the passengers not a dollar in small coin could be made up after the pirates had left.

CHINESE WOMAN SHOT.

A Chinese woman about twenty years of age was shot dead, because, from modesty, she resisted the attempts of the pirates to search her person a second time. An old woman was seriously wounded and two other passengers were hurt, as well as the chief engineer (a Chinese), who was shot in the loin in the indiscriminate shooting which took place in the engine-room. Upwards of thirty shots were fired by the pirates in the engine-room and three or four in the saloon.

The ship was rushed when she was off Tai-kok, and the whole business was over in a quarter of an hour. Two long boats approached the ship and the men at the wheel were ordered by their captors to "stand by." The lost was transferred to these boats and the pirates accompanied it. They proceeded towards a place called Tai-sin Whampoa—not the Whampoa near Canton, but a small place between Heungshan and Shun Tak.

The steamer put back to Yung-ki and reported the piracy to a small police launch, which at once started for the place where the pirates had landed, though those on the *R. Lebeaudy* told them they needed to take more police as the pirates were numerous. After reporting the piracy the steamer went on to Canton, arriving about midnight. A French doctor at once boarded the steamer and attended to the wounded, who were later conveyed to the French hospital.

The French Consul at Canton, who was also communicated with, lost no time in reporting the matter to the Chinese authorities.

R.M.S. "EMPRESS OF RUSSIA."

RECORD TRANS-PACIFIC PASSAGE.

A wireless message was received at Yokohama from the R.M.S. *Empress of Russia* last week advising that the steamer expected to reach Victoria, B.C., at 6 a.m. on Saturday, the 7th inst. She will have thus completed the voyage in 8 days 11 hours, by calendar, from Yokohama, which means 9 days 4 hours actual steaming, thus cutting down the previous fastest passage by considerably over two days. This entails a speed of over 19 knots; the distance being 4,200 miles.

From the foregoing it will be seen that the steamer has fully realized expectations as regards speed and has maintained her schedule as laid down for the initial voyage.

The *Empress of Russia* left Hongkong at 12.45 p.m. on the 21st May. She has thus made the passage from here in 16 days 17½ hours, by the calendar, including stays at Shanghai, Nagasaki, Kobe, Shimidzu and Yokohama, which is undoubtedly a splendid performance.

INTERNATIONS

JOHNSTONE'S M.P.



A Really Recherche Whisky.

The best that quality of ingredients

and age combined with experience

and skill can produce.

OBTAINABLE EVERYWHERE.

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Wine and Spirit Merchants.

[31]

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ADJUSTED FOR TEMPERATURE AND POSITIONS.

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CHATER ROAD.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

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HONGKONG

48

Fengtien (Mukden) Nagasaki Tientsin
 Hankow Newchwang Tokyo
 Harbin New York
 Hongkulu Osaka
 Kobe Pekin

INTEREST ALLOWED ON CURRENT ACCOUNTS
 Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
 Manager.

Hongkong, 31st March, 1915.

THE BANK OF TAIWAN, LIMITED.
 (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital	Yen 10,000,000
Capital Subscribed (paid up)	Yen 6,250,000
Reserve Fund	Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Suifu	Tainan
Amping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Poochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE,
 5, DES VUE ROAD.

Interest allowed on Current Accounts
 Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager
 Hongkong, 1st May, 1915.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,500,000
 SUBSCRIBED " 1,125,000
 PAID UP " 552,000
 RESERVE FUND " 415,000

HEAD OFFICE:
 40, Threadneedle Street,
 LONDON, E.C.

BRANCHES:

Bombay.	Kandy.
Calcutta	Que.
Harwarh.	Singapore.
Delhi.	Penang.
Madras.	Kota Bharu, Kelantan.
Karachi.	Kuala Lumpur, F.M.S.
Rangoon.	Hongkong.
Colombo.	Shanghai.

AGENTS IN JAPAN:
 Messrs JARDINE, MATHESON & Co., Ltd.

BANKERS:
 BANK OF ENGLAND.
 LONDON JOINT STOCK BANK, LTD.
 Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constitutional Lenders of Credit granted on Agents at Correspondents all over the world.

INTEREST allowed on Current Accounts
 2 per cent. per annum on Daily Balance and Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
 Manager.

Hongkong, 20th May, 1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE Capt. Lido	On 16th June, at 7 A.M.
MARSEILLES VIA PORTS	PAUL LECAT Capt. Valat	On 17th June, at 1 P.M.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interceptors meet passengers on their arrival in Marseilles.
For further particulars apply to—

P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 23rd June. Connecting with "KATANGA" 10th July.
FROM COLOMBO: 10th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" On 22nd June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "ARRATOON APCAR" 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 30th June.

WESTWARD.

S.S. "GREGORY APCAR" 4,600 tons, Capt. J. E. Drake, will be despatched as above on 25th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 5th June, 1913.

"THE BIG 4" of the

PACIFIC MAIL S.S. CO.

	COMFORT	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE 11,000 tons, twin screws.		Pacific) through Service via
CHINA 10,200 tons, twin screws.	SPEED.	NEW YORK to Europe.
PERSIA 9,000 tons, twin screws.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE first class accommodations are provided for £24 to London (return ticket £90.10s.) and to San Francisco £35. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting	TUESDAY	10th June, at 1 P.M.
MONGOLIA	27,000	...	TUESDAY	1st July, at 5 P.M.
PERSIA	9,000	...	TUESDAY	8th July, at 1 P.M.
KOREA	18,000	...	TUESDAY	22nd July, at 1 P.M.
SIBERIA	18,000	...	TUESDAY	29th July, at 5 P.M.
CHINA	10,200	...	TUESDAY	5th Aug., at 1 P.M.
MANCHURIA	27,000	...	TUESDAY	19th Aug., at 5 P.M.
NILE	11,000	...	TUESDAY	26th Aug., at 1 P.M.
MONGOLIA	27,000	...	TUESDAY	26th Aug., at 1 P.M.

INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOREA and YOKOHAMA. Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila	Leave Manila	Due Hongkong.
1st July ... PERSIA ...	3rd July	21st June ... PERSIA ...	23rd June
8th July ... KOREA ...	10th July	19th July ... CHINA ...	21st July
29th July ... CHINA ...	31st July	23rd July ... MANCHURIA ...	29th July
19th Aug. ... NILE ...	21st Aug.	9th Aug. ... NILE ...	23rd Aug.
16th Sept. ... PERSIA ...	18th Sept.	17th Aug. ... MONGOLIA ...	19th Aug.

LET US PLAN AN ITINERARY FOR YOU.

Kino's BUILDING (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama Pacific International Exposition—San Francisco—1915

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.		CANTON TO HONGKONG.	
MONDAY, 9th JUNE, 1913.			
8 a.m. "RINSHAN"	10 p.m. "HONAM"	8 a.m. "HONAM"	5 p.m. "FATSHAN"
TUESDAY, 10th JUNE, 1913.			
8 a.m. "HEUNGSHAN"	10 p.m. "FATSHAN"	8 a.m. "KINSHAN"	5 p.m. "HONAM"

A Telephone service has been recently installed on the Canton Companies steamers, Day steamers Call No. 776. Night steamers Call No. 775.

HONGKONG-MACAO LINE.	
S.S. "SUI TAI," Tons 1651.	S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.	
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.	

EXCURSION TO MACAO.

SUNDAY, 15th JUNE, 1913.

The Company's Steamship

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

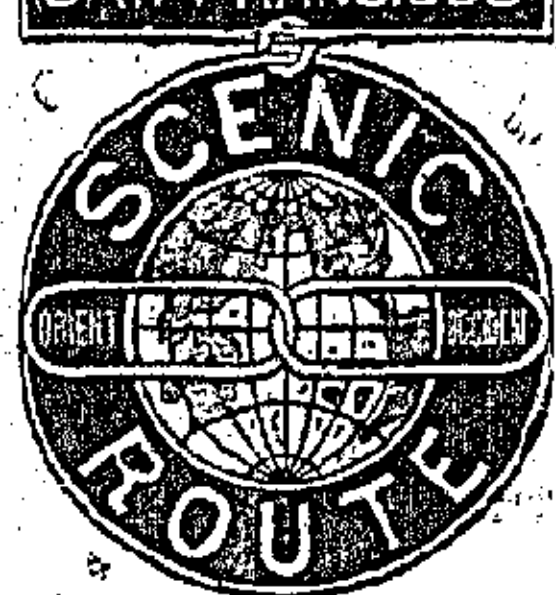
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 6.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong on the same steamer by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE



TOYO KISEN KAISHA

TRANS-PACIFIC

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.
WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.E.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers, Through Tourist Sleepers, Dining Cars—Observation Cars, Electric Light—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 526.
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MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 13th June, at 5 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "GISELE" will leave as above about 1st July. (For Cargo only).
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
Via Venice, Milan, Simplon, Lavagna, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basel, Laon, Calais or Boulogne, Class I £3.15, II £2.1.6.
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £4.11, II £3.2.2.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6.
TO SHANGHAI.
S.S. "KOERBER," 9,900 tons, will leave as above on 28th June, at 5 P.M.
FARES: Hongkong-Shanghai, £26 1st, £24 2nd, £22 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,300 tons, will leave as above about 23th June.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents,
Hongkong, 5th June, 1913. Prince's Building.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING
SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... About 20th June.
KOBE and MOJI ...
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.
108 BUILDINGS, TOP FLOOR.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.			
DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGA-	AKI MARU Capt. Kon.	12,500	{ WED'DAY, 18th June, at 11 p.m.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Mosses	16,000	{ WED'DAY, 2nd July, at Daylight.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	S AWA MARU Capt. R. Shimizu	12,500	{ TUESDAY, 17th June, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	S SADO MARU Capt. A. Sakawa	12,500	{ TUESDAY, 1st July, at 4 P.M.
	KUMANO MARU Capt. M. Winkler	9,300	{ WED'DAY, 2nd July, at Noon.
	INABA MARU Capt. S. Tomimaga	12,500	{ WED'DAY, 30th July, at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	COLOMBO MARU Capt. Kawashima	6,000	{ SATURDAY, 14th June.
BOMBAY VIA SINGAPORE, and COLOMBO	BOMBAY MARU Capt. Tozawa	6,000	{ MONDAY, 9th June.
KOBE and YOKOHAMA	ATSUTA MARU Capt.	16,000	{ THURSDAY, 19th June, at 11 A.M.
KOBE and YOKOHAMA	HAKATA MARU Capt. Nomura	12,500	{ MONDAY, 9th June.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tomimaga	12,500	{ WED'DAY, 2nd July, at 11 A.M.
SHANGHAI, MOJI and KOBE	KAWACHI MARU Capt. Christensen	12,500	{ WED'DAY, 18th June.

§ Fitted with New System of Wireless Telegraphy.

1 Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
ARCADIA ...	June 21	MARMORA ...	July 20	July 26
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23
ASSAYE ...	August 2	MALOJA ...	Aug. 31	Sept. 6
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £43.10 " £72.12 " £103.14 "
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SUMATRA ...	June 11	July 16	July 25
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 15	Aug. 24
SARDINIA ...	July 23	Aug. 29	Sept. 7
SINLA ...	August 6	Sept. 12	Sept. 21
NANUR ...	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE & LONDON.
FARES TO LONDON:
1st SALOON £55.10 SINGLE, £82.10 RETURN.
2nd " £38.10 " £57.4 " £81.10 "
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLE	SUMATRA Capt. W. R. Le Mare, R.N.R.	About 11th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. G. Manley	About 12th June.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 19th June.	Freight and Passage.
LONDON via USUAL PORTS and CANAL	ARADIA Capt. S. Barcham	Noon, 21st June.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th June, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
CHEFOO, NEWCHANG and CHINWANTAO	"ICHANG"	On 10th June, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 10th June, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 12th June, 10 A.M.
SHANGHAI	"ANHUI"	On 12th June, 4 P.M.
SAIGON	"FOOCHOW"	On 13th June, 4 P.M.
WEIHAIWEI & TIENTSIN	"YUHOOW"	On 14th June, 4 P.M.
SHANGHAI	"CHENAN"	On 14th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "IBAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "IBAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all European and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS
Hongkong, 9th June, 1913. TELEPHONE 35.**HAMBURG-AMERIKA LINIE.**

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

Taking Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. GOLDENFELS ... 13th June.	S.S. ALESIA ... 12th June.
S.S. C. FERD LARSEN ... 19th June.	FOR MARSEILLES & HAMBURG:
S.S. PREUSSEN ... 30th June.	S.S. SAMBIA ... 13th June.
S.S. SILESIA ... 20th July.	FOR HAVRE, BREMEN & HAMBURG:
S.S. BELGRAVIA ... 30th July.	S.S. SEGOVIA ... 19th June.
	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):
	S.S. C. FERD LARSEN ... 20th June.
	FOR MARSEILLES, HAVRE, HAMBURG & ANTWERP:
	S.S. SILESIA ... 20th June.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. FUERST BUELOW ... 30th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th June, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgkin	TUESDAY, 10th June, at 11 A.M.
"HAICHANG"	Capt. W. C. Passmore	FRIDAY, 13th June, at 11 A.M.
"HAITAN"	Capt. J. S. Rosch	TUESDAY, 17th June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 5 Days).

"HAIMUN"	Capt. J. W. Evans	MONDAY, 9th June, at 11 A.M.
		WEDNESDAY, 11th June, at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 7th June, 1913.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 27th June.	On 21st June, 11 A.M.
EASTERN	On 27th June.	On 19th June, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, Noon.
TENYO MARU	E. Bent	SATURDAY, 21st June, at Noon.
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, at Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU on TUESDAY, the 17th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

271

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 12th June, at 1 P.M.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 25th June, at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 23rd July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 20th Aug., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have high speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU"	M. Nemoto	WEDNESDAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 25th Aug., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"INDO MARU"	M. Nemoto	SUNDAY, 22nd June, P.M.
"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

"KAJO MARU"	X. Yamamoto	WEDNESDAY, 18th June, at 2 P.M.
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FOR TAMSUI VIA SWATOW AND AMOY.

"DAICHI MARU"	S. Tokunaga	SUNDAY, 15th June, at Noon.
"DAIJIN MARU"	M. Nagano	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU"	K. Tashiro	WEDNESDAY, 11th June, at 10 A.M.
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FOR CANTON.

"SOSHU MARU"	K. Tashiro	Leaving
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These Steamers of Coast and Formosa Line have Excellent accommodation for first and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Xip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

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Z. KAMIYA

MANAGER

Second Floor, No. 1, Queen's Building.

PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Holo and Cebu	On 16th June, 4 P.M.
ZAFIRO	4000	McMurray	Manila, Mangarin, Holo and Cebu	On 26th June, 4 P.M.

For Freight or Passage, apply to
HONGKONG, 9th June, 1913.SHEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. Co.**THE TAIKOO DOCK YARD**

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SHIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office

MOTOR VESSELS, LIGHT DRAFT CARRIAGES, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." 449

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROM	JAVA	First half of June.	JAPAN	First half of June.
TJIPANAS	SHANGHAI	First half of June.	JAVA	First half of June.
TJIKINI	JAVA	First half of June.	JAPAN	First half of June.
TJILIWONG	JAVA	First half of June.	SHANGHAI	Second half of June.
TJILATJAP	JAVA	Second half of June.	JAPAN	Second half of June.
TJIBODAS	JAVA	First half of July.	SHANGHAI	First half of July.
TJIMANOE	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMAH	JAVA	Second half of July.	JAPAN	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 4th June, 1913.

Telephone No. 375.

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THE AUSTRALIAN ORIENTAL
LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
"CHANGSHA"	11th June.	16th June.
"TAIYUAN"	6th July.	11th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 4th June, 1913.

TELEPHONE No. 35.

AGENTS.

1755

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR

STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN" Capt. A. Aulborn, 17,300	Wedday, 11th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DEREFLINGER" Capt. F. Prosch, 17,000	About Wedday, 11th June.
MANILA, YAP, SAMARAI, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. Bremer, 6,100	Saturday, 14th June, at 9 A.M.

KOBE and YOKOHAMA	"COLENZ" Capt. L. Kuehnert, 5,750	About Tuesday, 24th June.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill, 5,000	End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 7th June, 1913.

